

New York, Tuesday, April 7, 1846.

The Ocean Steamers.

The *Unicorn* is now in her nineteenth day. If she does not soon arrive, one or two packets will anticipate her a little.

The *Caledonia* left Liverpool on the 4th inst., for Halifax and Boston, and may be expected in a fortnight. We shall probably be disappointed in the character of her new.

The old favorite, *Great Western*, will leave Liverpool next Saturday, the 11th inst., for New York. She has been put in perfect order, and will probably cross the Atlantic in thirteen days.

We shall have about one steamer a week for the remainder of the season.

The Charter Election.

The preparations for the triangular election that is to take place in this city in one week from this morning, are still the order of the day. The confusion of the last week continues to prevail in the ranks of all parties, but it is expected that the nominations will be completed in a day or two, and paraded before the public. It is to be hoped that order will soon come out of chaos; and in the meantime, we will give the names of the candidates as fast as they are nominated.

The Independent Treasury and the Manufacturing Interests.

There is very little doubt but that the Senate will pass the sub-treasury bill as it came from the Lower House, by at least a party vote; and we may therefore expect to see it a law of the land before many weeks elapse. The adoption of this financial measure, makes a reduction of the tariff imperative. It compels the government to change its revenue laws, to agree with the changes in the currency. Under the operation of the specie clause in the sub-treasury act, the present tariff becomes highly prohibitory, and the revenue would rapidly fall off. The average rate of duty on the importation of 1845, under the tariff of 1842, according to the latest official returns, was a fraction short of 30 per cent., and the importation so far this year, shows an average a little less than 29 per cent. There is no doubt but that under the present currency, the average rate of duty on imports would gradually but steadily decrease, but the changes in the volume and value of the currency, which must in a short time be produced by the sub-treasury, will not only arrest this reduction in the average duty, but tend to increase it, from time to time, as the currency approaches a strict specie standard. To obviate this evil, a reduction of the tariff by Congress is called for, and the policy of doing this at once must appear plain.

The protection a moderate duty would give, under the sub-treasury, to all our manufacturing interests, would be as great as the most protective tariff we ever had. Importations would be checked more by the increased value of our currency, than by a high rate of duty. We should labor under none of those disadvantages that we now experience in our trade with foreign countries, resulting from the great difference in the value of the currency, which is at present in favor of every nation we have any extensive commercial intercourse with. We have, heretofore, paid for our foreign importations at paper prices, and have received pay for our exports at specie prices, and have consequently had difficulties to contend with on both sides. The abundance of paper money has so depreciated the currency, that the cost of producing, both manufactured and agricultural products, has been regulated upon a paper standard, and we have had to contend in our own markets with similar articles produced in foreign countries under a specie currency, at a cost regulated upon the specie standard. The difference in the expense of producing the same article—whether of the soil or of the loom—under the two currencies, has been greater in many instances, than the difference between what may be considered a revenue duty and a protective duty.

A duty of forty-four per cent upon the woollen manufactures of Europe, imported into the United States, under a depreciated paper currency, would not protect our home manufactures of the same articles, so much as twenty-five per cent under a specie currency. The manufacturers of Europe can compete more successfully with those of this country, under a high tariff and an expanded paper circulation, than under a low tariff and a specie currency. As a confirmation of this statement, it is only necessary to allude to the fact, that the manufacturers of Great Britain have at all times used their influence to sustain in this country the most extensive banking systems, and have through their agents, been powerful advocates of a national bank. They are well aware that an expanded paper circulation is more for their interest than anything else.

The re-establishment of the sub-treasury law strikes at the root of the evils we have so long experienced in our foreign trade. It will do away with all those abstract principles in relation to protection, and the operation of a high tariff, which have been such prominent elements in our political campaigns. The sub-treasury and a revenue tariff must be connected—the adoption of one without the other, will only create confusion in our commercial system. A twenty per cent tariff, with a specie currency, will give more protection to every species of manufacturing, than they ever enjoyed; the only fears we have are, that a further reduction in the tariff will be required—a reduction to an average less than twenty per cent—to give the government a revenue large enough to meet ordinary current expenditures. A specie currency will restrict importations much more than many have the slightest idea of.

THE CAPITAL OF THE STATE.—The subject of the removal of the capital, which has been discussed for a long time in all the papers of Western New York, was some time since referred by the Legislature to a select committee, for a report thereon. The committee say, that should it be decided upon to remove the capital, that Syracuse of Utica is the best and most advantageous place to have it located. There has been a great controversy between the citizens of these two places for the honor, and the recommendations of the committee will settle it in the best manner possible. The plan recommended by the committee, is to submit, in the first place, the question of removal, to the people at the next general election; and secondly, if it be decided that there must be a removal, then, whether Utica or Syracuse is to have the honor. This is certainly the best plan that could be suggested, and we trust it will satisfy the citizens of both these places. For our own part, we think it quite immaterial whether the capital be removed or not, in these days of steamboats, railroads, and magnetic telegraphs, fifty or a hundred miles can be easily travelled over, without much inconvenience. We admire, however, the plan suggested, for it is in keeping with the spirit of our institutions to submit every question of a general nature, like this, to the judgment of the people at large. A decision acquired in this way, cannot fail of being satisfactory to all parties.

THE PRESIDENT.—The accounts of the disastrous freshets in Maine continue to pour in upon us. It is supposed that the aggregate loss in that State will be over one million of dollars. According to the Mayor of Bangor, the loss at that place will amount to two hundred and fifty thousand dollars. Two millions of dollars in property, have probably been lost in all parts of this country, by the recent freshets.

ARRIVAL OF AN EXPRESS TRAIN.—The new arrangement of the express train over the Long Island Railroad, went into operation yesterday. This train, with passengers from Boston, arrived at Brooklyn at seven o'clock last evening. We are indebted to the enterprising Gay & Co. for the latest papers.

The Express and Lightning Lines.—The Enterprising Spirit of the People.

The improvements in the mode of conducting commercial transactions, within the last few years, have been of the highest importance, and tend to relieve those engaged in them, of many of the cares and perplexities which, a short time since, had to be encountered by every commercial man.

The first of these improvements, was the establishment of what is termed express companies, for forwarding merchandise in large and small quantities, jewelry, valuables, and every other species of property that requires care and attention in their transportation. Another of these improvements is the magnetic telegraph, which has already laid the foundation of a revolution in commercial matters, which will probably astonish the most incredulous, before many months.

These improvements are of modern date, and from the advantages that have already accrued from them, they are admitted to be necessary and highly beneficial to the interests of commerce, and the convenience and happiness of the people.

We have, on a former occasion, alluded to the rise and progress of the package express business in this city, from the commencement of the enterprise, by one energetic man, until the present time, when all the large cities are connected, and the whole country intersected by them. These express lines are of incalculable advantage to private individuals and business people, from the punctuality, perseverance, and trustworthiness employed by their enterprising proprietors, in the transaction of all business confided to them, and the certainty there always has been, of the packages and merchandise received by them, reaching their places of destination in the quickest time possible, and in an unimpaired condition.

The following is a correct list of all the express companies now in operation in this section, together with the routes travelled by each—

Lines.
Whitaker runs.
Livingston & Wells, Albany, Buffalo, &c.
Vigil & Rice, Albany, Montreal, Quebec, &c.
Adams & Co., Boston, Philadelphia, &c.
Harden & Co., Boston, Liverpool, Paris, &c.
Bigelow, Albany, New York, Philadelphia, &c.
Gorton & Co., New York, Providence, &c.
Sandford & Shoemaker, Washington, Wheeling, &c.
Livingston & Co., Philadelphia, &c.
Green & Co., New York, St. Louis, &c.
Child & Co., Portland, Bangor, &c.
Phillips & Co., New Haven, Hartford, &c.
Thompson & Co., New York, St. Louis, &c.
Godfrey, New York, New Bedford, Taunton, &c.

There are other lines, the names of which we do not now recollect.

Each of the above has agents employed, who travel with the express, and superintend the delivery of every package. In the aggregate, the distance travelled by these agents, every day in the year, is many thousands of miles, and the amount of property daily under their charge and safe keeping, is some millions of dollars. This business has received a wonderful impulse since the organization of the magnetic telegraphs, and will hereafter, to a great extent, be dependent upon them. As an illustration of the benefits the public will receive from the magnetic telegraph between Boston and New York, let us suppose, for instance, that a merchant in Boston who has received an order for an article he has not on hand, can at four o'clock in the afternoon, transmit an order by the telegraph, to his friend in New York, for the article, and by means of the express which leaves this city every day at five o'clock, he will receive the article in question by breakfast time the next morning.

This express business is a creation of modern times, and as is almost always the case in new and useful improvements, was established by a Yankee.

We have frequently alluded to the benefits that are certain to arise from the magnetic telegraph, but we believe we have omitted to mention one which is an important one, as long as our foreign relations remain in an unsettled state. In the event of a war with England, the magnetic telegraph would be a powerful auxiliary for us. Our government could, at a moment's notice, transmit intelligence from one city to another, on the Atlantic, and in case of one being threatened, could, in an incredibly short time, concentrate an army at a desired place, and thus frustrate the intention of the enemy. But we are a peaceably disposed people in the main, although there are a few of our Western friends who would have no objection to a brush with Old England. It is during peace that the telegraph business would be of most importance in facilitating every branch of trade and commerce.

If the ensuing twenty years be as prolific in useful inventions of this kind, as the last twenty years have been, perfection indeed will have been acquired, and a complete revolution in every thing accomplished. We hope, if such is to be the case, that the United States will take the lead, as it has hitherto done.

REV. DR. POWER.—We are sorry to learn that this respected and estimable divine lies in a precarious state, at his residence in Barclay street. He has been for a long time suffering under a species of inflammatory rheumatism, that has now reached an alarming crisis. Few of the Christian ministry of the present day are more distinguished for zeal and piety than Dr. Power, while none are more urgent than him in defending the faith to which he belongs. His loss would be severely felt by the Catholic Church.

NEWS FROM HATFIELD.—The Margaret Bishop arrived yesterday from Port au Prince, whence she sailed on the 17th ult.

It is reported by Capt. Bishop, of the M. B., that Riche, the new President, intended to bring the war with the Dominicans to an immediate conclusion. If by fighting, the latter will have a word or two to say on the subject.

Our correspondent in Port au Prince writes to us the following effect:

I have nothing worth my while to write you at present, you the files of papers. You will see that we have had another revolution, etc. The famous Acouba has been taken and shot, and the country is now in a state of anarchy. But of this, however, you will hear hereafter. We were once again the great hope of a government more permanent than we have had for the last three years.

ACQUITTAL OF RITCHIE.—Thomas Ritchie, Jr., who recently shot John H. Pleasant, at Richmond, has been tried on a charge of murder, and acquitted. All the other persons engaged in this melancholy affair have also been acquitted.

WHAT'S THE MATTER WITH THE MAILS?—There are now four or five mails due from New Orleans. There have been no less than four consecutive failures in the last week.

MOVEMENTS OF TRAVELLERS.—The arrivals, yesterday, at the principal hotels, fell very short of the past records, even on a Monday. The following comprises the whole amount at each.

AMERICAN.—J. H. Bates, N. J.; J. W. Adams, III.; George H. Evans, London; C. B. Armstrong, New York.

ASTOR.—F. Ramsworth, Philadelphia; J. R. Fletcher and D. Vanderburg, Albany; J. Van Dusen, Hudson; J. W. Coleman, Troy; J. H. King, Philadelphia; H. J. Little, Portland, Adams; C. B. Boston; Dr. Green; Adams; H. Hartwell, Philadelphia; H. Hambridge, &c.; J. Watson, Trenton; Joseph Fleming, Philadelphia; J. P. Gray, Boston; A. W. Madden, Ky.; George Kerr, Va.; B. Ingersoll, Philadelphia; W. Dunson, &c.; J. Monahan, Ky.; A. Oliver, and W. S. Sear, Baltimore; W. H. Munn, Falmouth, D. B. Denny, Boston.

CITY.—James Wilson, Boston; John Seale, Philadelphia; W. Kimball, C. Chaussey and Doctor Southgate, West Point, Oregon and Townsend, Philadelphia; Moore, Wood, Kelly, Castleman and Lapsley, Tennessee; W. Lyman, Albany; George Fisher, Boston; J. Stone, Philadelphia; A. Kassar, Alabama.

FRANKLIN.—Talbot, N. J.; G. G. Gorff, Ohio; H. Harvey, Syracuse; E. G. Walters and A. Robinson, Buffalo; D. Clarke, Chicago; Rev. Mr. Carden, Fort Hamilton; J. A. Kassar, Albany.

GLOBE.—W. Harmony, N. Y.; Robert McFarlane, Montreal; Mr. Tiffany, West Chester; J. Barnes, Yale.

HOWARD.—J. Conklin, New York; K. Kelley, Le Roy; Charles Cooke, Havana; R. H. and James Marriott, Raleigh; George Colony, N. H.; W. Warren, Buffalo; J. J. C. Collins, Albany; J. W. Adams, III.; J. W. Adams, III.; A. Collins, Buffalo; Thomas Adams, Philadelphia; W. Rabbitt, N. J.; Thomas D. Gould, Boston.

A convention of the friends of the right of way for the Baltimore and Ohio Railroad throughout Western Pennsylvania is to be held to-morrow in Allegheny City. Much excitement continues to prevail on this subject.

THE COMMON SCHOOL SYSTEM.—A number of petitions sent from various counties in our State, have lately been to Albany, praying for a reform in the present common school system.

These petitions were referred by the Assembly to a select committee, who, after having examined the subject matter of the petitions, have presented a long and elaborate report upon the subject.

The petitions represent that:

"The laws of this State, for the purpose of education, and the diffusion of knowledge, are defective and complex, almost beyond the comprehension of those who are bound by them; and that it is necessary to amend and ask that they may be modified and made as simple and comprehensive as practicable.

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Theatrical and Musical.

THE PARK THEATRE.—The Park was thronged last night, with a fashionable and discriminating audience. The "Lady of Lyons" was played extremely well by Mr. Bland and Misses, and Mr. Murdoch, who were particularly brought out from all parts of the house, and at the close Mr. Murdoch was called upon. He made a few remarks, thanking the ladies and gentlemen present for their kind reception of him, and hoping that they would be so kind as to extend a liberal patronage to the Park Theatre.

The new ballet of "Le Fleuve de Champagne," is a most graceful and interesting production. It is a story of a young man who is full of grace and spirit. He is in France and has been a great improvement. To-night the interesting ballet is to be repeated. The new ballet of "Le Fleuve de Champagne," is a most graceful and interesting production. It is a story of a young man who is full of grace and spirit. He is in France and has been a great improvement. To-night the interesting ballet is to be repeated.

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